Welcome

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City of San Antonio
“Will it Fit?” Preliminary Findings

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WSP Consultant Team Project Manager

October 2018
• Introduction & overview
• New airport site considerations
• Future air travel demand
• Future facility needs
• “Will it fit?”
• Next steps
Stakeholder Engagement

Highlights of stakeholder engagement as of Oct 12:

- 166 participants in visioning sessions
- 373 interactions at 10 popups around the city
- 4,636 open house invitations to neighbors
- 1,337 requests to be on the mailing list
- 2,265 completed surveys
Current Status of Study Process

**PHASE I**

- Forecast Travel Demand
- Airfield Needs
- Terminal Needs

**COSA**

- Will it Fit?

**FAA**
Current Status of Study Process

PHASE I
- Airfield Needs
- Terminal Needs
- Forecast Travel Demand

Will it Fit?
- COSA
- FAA

PHASE II
- SAT Alternatives
  - Airfield
  - Terminal
  - Roads & Transit
- Environmental
  - NEPA
  - Engineering
  - Permitting
- Implementation
  - Land Acquisition
  - Condemnation
  - Construction
  - Mitigation
  - Close SAT

Dev. Plan
- Phasing
- Funding

Implementation
New Airport Site Considerations

• High capital cost of new airport requires FAA funding participation

• FAA’s new airport site selection process starts when studies show an existing airport cannot be expanded to meet future demand

• Airlines must support the need for a new airport

• Land required for a new airport could be 5,000 to 6,000 acres

• Total cost could likely be in the range of $5B to $10B

• May take 15-20 years or longer
SAT “Will it Fit?”
Preliminary Findings
Overview: Existing Airport

- 2,600 total acres
- 2 terminals, 24 gates
- 124 Airport buildings
  - FBOs
  - MROs
  - Air Cargo
  - Other
- 11 Airlines
- 54 Direct destinations
- 2 x 8,500 ft Commercial runways
- 5,519 ft General aviation runway

- Crosswind Runway 4/22 accommodates 15% of all traffic
- Main Runway 13R/31L accommodates 80% of all traffic
- General aviation Runway 13L/31R accommodates smaller aircraft
- Terminals A and B: 24 gates
Forecast: Future Air Travel
Historic Airport Passenger Growth

Source: FAA TAF; 2016 is the last actual year available.
SAT Passenger Growth Forecast

The 20-year forecast submitted to the FAA (the most likely scenario)

The 50-year forecast used for "Will it fit?" analysis (the most aggressive scenario)

2.4% annual growth

2.0% annual growth

This forecast includes a range of possible outcomes, using a base forecast of 2.0% compounded average annual growth that was submitted to the FAA, to a high growth forecast of 2.4% compounded average annual growth per year used for the 50-year Strategic Development Plan.
Future Needs: Airfield
Aircraft Operations and Airfield Capacity

Dependent parallel runways are closely spaced (700 feet to 2,500 feet from an existing runway) and independent parallel runways are widely spaced (separated by at least 3,000 feet).

* For planning purposes additional runway capacity should be in place when target capacity is reached, which is approximately 80% of maximum capacity.
The “cloud” represents the airfield space needs.

Potential runway closure in 20 to 50 years since it would no longer be needed as a secondary runway.

Potential property acquisition.
Future Needs: Passenger Terminal
## Passenger Terminal Requirements

<table>
<thead>
<tr>
<th></th>
<th>2018 Existing</th>
<th>2038 High</th>
<th>2068 High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of gates</td>
<td>24</td>
<td>35</td>
<td>63</td>
</tr>
<tr>
<td>Gross area (sq. ft.)</td>
<td>734,000</td>
<td>1,200,000</td>
<td>2,100,000</td>
</tr>
</tbody>
</table>

- Assumes no technology improvements that would reduce infrastructure needs, such as runways
- Reflects current world-class passenger terminal space standards
2068 “Will it Fit?” Two Passenger Terminal Options

Each “cloud” represents an option for a 63-gate terminal.

Potential runway closure in 20 to 50 years since it would no longer be needed as a secondary runway.

Potential tenant activity relocation.

Improved access required.
The “cloud” could accommodate more than the 63-gate terminal required.

The “cloud” represents the independent parallel runway scenario.

Potential runway closure in 20 to 50 years since it would no longer be needed as a secondary runway.

Access options

Potential property acquisition
Data-Driven Preliminary “Will it Fit?” Conclusions
“Will it Fit?” Preliminary Findings

The data-driven, technical answer, pending additional input, is:

Yes, an airport that would serve the San Antonio region in 2068 can be made to fit at the airport's current location.

Various actions would be needed:
• Governmental approvals
• Some amount of land acquisition
• Some form of creek relocation
• Potential secondary runway closure, and/or
• Potential relocation of tenant activities
Preliminary Findings Rollout Schedule

**CONSULTANT/SAAS PRESENTS TECHNICAL FINDINGS**

- **Oct 1-7**
  - SDP Project Management Team
  - SAAS Executive Team
  - CMO

- **Oct 8-14**
  - ASDC with preliminary acceptance of technical findings, pending working group and public input (11th 8 am)

**CONSULTANT/SAAS OBTAINS WORKING GROUP & PUBLIC INPUT**

- **Oct 15-21**
  - SAAS Managers (16th 9:30 am)
  - AAC (16th 3 pm)
  - TAC (17th 2 pm)
  - SWG (17th 6 pm)
  - TPPWG (18th 2 pm)

- **Oct 22-28**
  - Public Open Houses (5:00-7:30 pm)
  - District 2 Senior Center (Mon. 22nd)
  - El Progreso Hall (Tues. 23rd)
  - Stinson Municipal Airport (Wed. 24th)
  - Jewish Community Center Campus (Thurs. 25th)

**DECISION**

- **Oct 29-Nov 4**
  - ASDC makes final recommendation to CoSA Mayor & City Council (B-session - 31st)
  - SAAS and Consultant initiate development of SDP Phase II Scope

**ENGAGEMENT WITH ELECTED CITY & COUNTY OFFICIALS**

- We are here
Thank you for your participation.

October 2018